APPENDIX B
ADDITIONAL INFORMATION ON OTHER PLANS AND PROJECTS THAT COULD AFFECT OR BE AFFECTED BY THE DENNY/LAKE UNION PROJECT

Elliott Bay/Duwamish Restoration Program

In addition to CSO control obligations imposed on King County and the City of Seattle by statute and regulation, King County and Seattle have also agreed with the Federal government to improve marine sediment quality in Puget Sound and to clean up sediments contaminated in the past by CSO discharges and stormwater discharges. This is accomplished through the Elliott Bay/Duwamish Restoration Program (EBDRP). The EBDRP was established by the U.S. Government (Departments of Commerce and Interior), the State of Washington (Department of Ecology), the Muckleshoot Indian Tribe, the Suquamish Indian Tribe and the City of Seattle and King County through a 1991 consent decree following a lawsuit against the City of Seattle and the Municipality of Metropolitan Seattle (Metro) initiated by NOAA under the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA). System-wide planning for CSO control must take the Consent Decree into account to the extent that individual CSO control projects impact sediment and habitat restoration projects of the EBDRP.

Under this agreement, King County and the City of Seattle agreed to establish a fund for, among others, habitat restoration and clean up of contaminated sediments. A panel of participating governments responsible for implementing the requirements of the Consent Decree produced a draft concept document (Metro 1993a) which describes the process developed for the EBDRP. The Program is a cooperative, intergovernmental program established to help restore and replace natural resources injured by pollution in Elliott Bay and the lower Duwamish River. The Panel has identified and prioritized potential sediment cleanup and habitat development projects.

In the NOAA concept document, the nearby Myrtle Edwards/Elliott Bay parks are identified as a high-priority site for habitat development. The long stretch of publicly-owned shoreline is dominated by large riprap boulders. However, recent underwater surveys off the shore shows a soft bottom which is not compatible with development of a habitat reef. Therefore, offshore habitat development off the parks is no longer being considered by the NOAA panel (Romberg 1996).

Immunex Headquarters Project

Immunex Corporation is a biopharmaceutical company that discovers, develops, manufactures, and markets therapeutic products for cancer and diseases of the immune system. The Immunex Headquarters Project is proposed for Pier 88. Pier 88 is not actually a pier nor is it adjacent to the shoreline, but consists of 29 acres of flat uplands south of West Galer Street, north of Elliott Bay Park, and west of the grain terminal, Burlington Northern railroad tracks and Elliott Avenue West. The proposed project involves construction of 5 buildings in a landscaped setting located over 200 feet from the shoreline. The project would involve hauling excavated soils from the site and importation of fill material which could cause cumulative traffic impacts with the Denny/Lake Union Project on Elliott Avenue and Denny Way, depending upon project scheduling. Public transportation improvements would occur in the vicinity of West Galer Street and Elliott Avenue West. Figure 2-7 shows the proposed project site. Immunex Corporation is working on the memorandum of understanding and shoreline permit from the City of Seattle. They expect to begin construction in early 1999. The hope to complete the project in 18 months, however, worst-case scenario is 30 months of construction.

Mercer Corridor Improvements

Since the Bay Freeway was stopped in the 60's, Seattle has studied numerous alternative solutions to the "Mercer Mess". The last proposed Mercer Corridor solution was for a 6-lane, grade separated (in a trench) two-way facility, about a half block north of Mercer Street. At Seattle's request, King County conducted a feasibility study (see reference King County et.al. 1996) to evaluate a potential combined project that would incorporate a CSO storage tank under the realigned Mercer Street between Ninth and Fairview avenues (Segment 2 of the Mercer Street Realignment Project). The conclusions of this study are that significant cost savings are unlikely to result from combining the projects and a combined project offers no significant advantages in terms of CSO control compared to the Denny/Lake Union Project Preferred Alternative. However, the 6-lane Mercer project was tied to the Commons proposal, which was not approved by voters. Without a Commons proposal, the Mercer project is not being actively pursued by the City.

Regional Wastewater Services Plan

The Regional Wastewater Services Plan (RWSP) is a long-range planning effort by King County to identify wastewater facilities and services that the King County wastewater service area will need over the next 35 years. It is intended to maintain and improve water quality in the area and to provide a blueprint for a comprehensive program to meet federal, state and local goals for water quality in the Puget Sound region. The result of this planning effort will be an amendment to the Comprehensive Water Pollution Abatement Plan for the Seattle-King County metropolitan area. The plan examines four service functions: wastewater treatment and conveyance, combined sewer overflow control, biosolids management, and wastewater reuse. The RWSP and associated environmental impact statement will be issued in Winter 1996/97. Adoption by the King County Council is expected in 1998. The project area for the RWSP includes most of King County and the portion of southern Snohomish County in King County's service area.

The Denny Way/Lake Union CSO Control Project would control overflows at the Denny Regulator to an average of one overflow per year as mandated by Ecology. The Denny/Lake Union Project is independent but compatible with three of the four system-wide service strategies under consideration in the RWSP. Three service strategies include a CSO control facility at the Elliott West site; one service strategy includes a large tunnel from Kenmore to Renton and would not require a CSO control facility at the Denny Regulator. However, the Denny/Lake Union Project would not be under construction until 2000, therefore, if the large tunnel service strategy is selected by the council, the project would be modified to meet the requirements of this service strategy.

Southeast Lake Union - Seattle's CSO 126B

This CSO outfall was identified and described in Seattle's *1988 Combined Sewer Overflow Control Plan* (Brown and Caldwell and City of Seattle 1988). Although this area is tributary to the Denny Regulator, Seattle intends to address this problem as a separate project to eliminate the connection between the combined sewer and the storm drain. CSO 126B is part of an extremely complex system served by combined sewers and storm drains. The existing outfall is owned jointly by Seattle and the

Washington State Department of Transportation. After construction, the outfall will continue to operate with storm drain connections only. CSO 126B and the tributary area is shown on Figure 2-3.

Vine Street Basin

Vine Street is a Seattle basin which encompasses approximately 91 acres of high-density residential and commercial properties. This basin is located along the waterfront, from Bell Street to Vine Street (see Figure 2-1). It is identified as sub-basin 1691 in the *Final 1988 Combined Sewer Overflow Plan* (CWC-HDR et al. and Metro 1988). Vine Street Basin contributes combined sewer flows to the EBI upstream (south) of the Denny Regulator. Overflows from this area will be controlled by a future Seattle project.

Westlake Drainage Rehabilitation and West Lake Union Trail

The Westlake Drainage Rehabilitation project is proposed to replace and rehabilitate 15 small storm drain systems, collecting runoff from Westlake Avenue North between Galer Street and Nickerson Street. The project will replace inlets and catch basins on both sides of the travel lanes and install mainline pipe along the east side of the right-of-way, outside of the roadway. The project will provide filtration for pollutant removal and replace three existing outfalls at Crockett , McGraw and Halladay streets. Construction is anticipated to occur in 1998-1999 and will be combined with the West Lake Union Trail project. This project will construct a multi-use pathway along abandoned railroad right-of-way on the west shore of Lake Union, parallel to Westlake Avenue from the Fremont Bridge to South Lake Union Park.